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Detailed Description of Waterfront Properties

BOSTON PROPER

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Extract From a Report

on

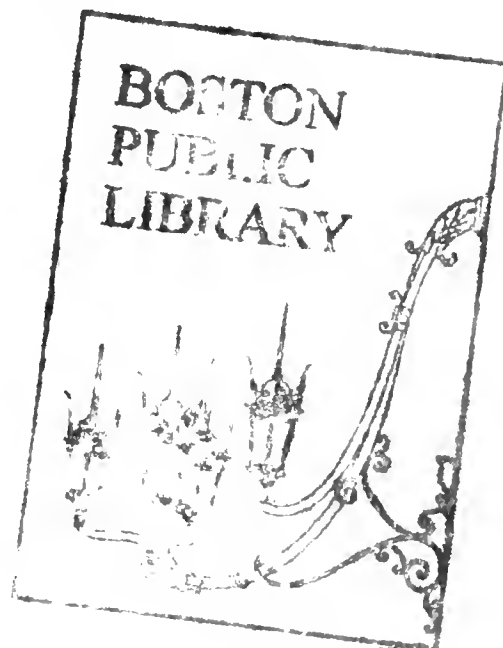
Boston's Port and Harbor Facilities

to the

Port of Boston Authority

1946

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FROM OFFICE OF

FAY, SPOFFORD & THORNDIKE  
ENGINEERS

BOSTON, MASSACHUSETTS

Waterfront

F282  
1946



CONSTITUTION WHARF  
(Including former Harris and Fiske Wharves)  
395 to 467 Commercial Street

1. Owner

- (a) U. S. Government.
- (b) Operated by U. S. Coast Guard.
- (c) The area of Constitution Wharf and the new wharf and piers when completed will be about 6.4 acres; the water area of dock and slips will be approximately 5.5 acres.

2. Wharf and Piers

- (a) There are three wharf frontages along the Main Ship Channel:

- 1. Constitution Wharf 200 feet with 20-foot depth of water at M.L.W.
- 2. New pier (extension of Hanover Street) under construction 75 feet with 35-foot depth of water at M.L.W.
- 3. New pier (northeast from Merchants Storage Co.) under construction 100 feet with 30-foot depth of water at M.L.W.

- (b) When completed there will be four slips:

- 1. The southerly slip is 420 feet long and 95 feet wide to the property line with 25-foot depth of water at M.L.W. at out-board end.
- 2. The largest slip (southerly from Hanover Street) will be 80 feet wide with 380 feet of berthing space on the south, 530 feet of berthing space on the north end dredged to 20-foot depth of water at M.L.W.
- 3. The smallest slip will be a dock 159 feet wide, 260 feet long, dredged to 26-foot depth of water at M.L.W.
- 4. The northerly slip will be 420 feet long and 100 feet wide to property line, dredged to 20-foot depth of water at M.L.W.





- (c) The original Constitution Wharf is irregular in shape, has aprons varying from 2 feet to 10 feet in width for its entire perimeter, surrounding a one-story shed.
- (d) The two other piers are to be rectangular and open.

### 3. Wharf, Pier and Pier Shed Construction

- (a) Foundations of Constitution Wharf are piling and fill inside masonry sea wall and open piling outside of sea wall.
- (b) A one-story wood frame shed occupies most of Constitution Wharf.
- (c) All other piers are to be open with the exception that four U. S. Coast Guard buildings are located adjacent to Commercial Street.

### 4. Use

- (a) U. S. Coast Guard base.

### 5. Trackage

- (a) There are two spur tracks with a total holding capacity of ten cars.

### 6. Availability

- (a) These piers may be reached at practically any condition of weather or tide by the aid of tugs from the Main Ship Channel.

### 7. Berthing Space

- (a) There are six berths at this facility of the following lengths: 200 feet, 260 feet, 380 feet, two are 420 feet, and 530 feet. All berths have a 20-foot or more depth of water at M.L.W.

### 8. General

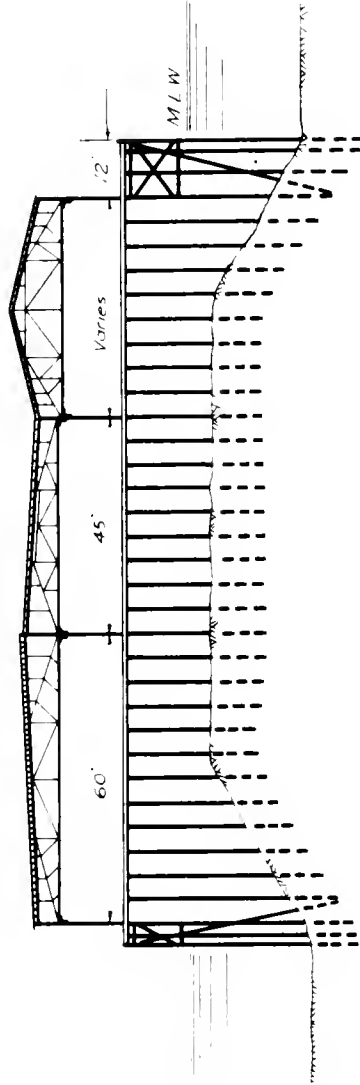
- (a) These facilities are not adapted for overseas traffic due to the limited sizes of berths and depths of water.



**CONSTITUTION WHARF**  
SECTION THRU WHARF & PIER SWED  
Boston Mass

Scale 1" = 40'

FAY, SPOFFORD & THORNDIKE, ENGINEERS, BOSTON, MASS. MARCH 1946



ROOF T & G on plank

CLEAR INSIDE HEIGHT: 12' and 13'

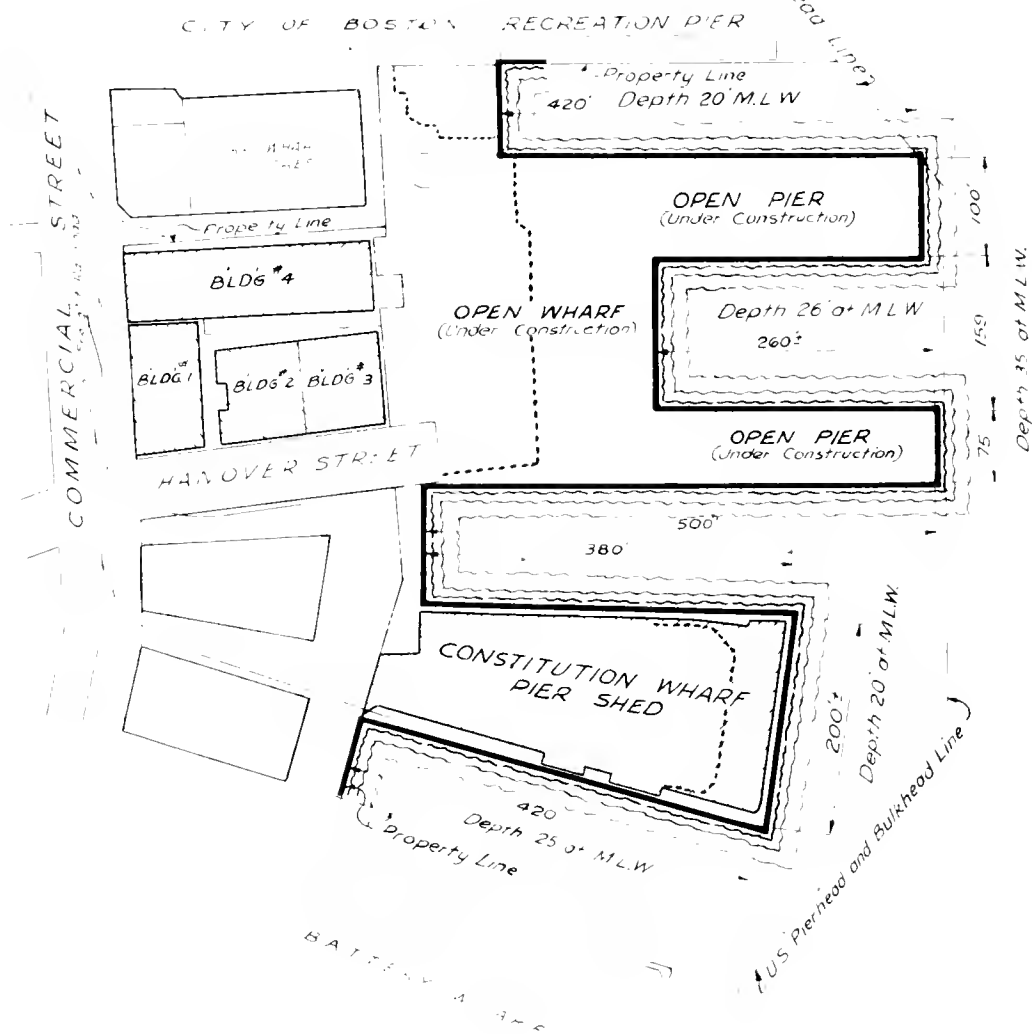
DOORS: Horizontal sliding, 20' high, 3 on north, 4 on south, and 7 others, large, various widths and heights

WALLS: Wood Frame

COLUMNS: Timber 20 c c longitudinal

ALLOWABLE FLOOR LOAD: 250 lbs p s f.





Scale 1" = 200'



BATTERY WHARF  
379 to 395 Commercial Street

1. Owner

- (a) The property is owned and operated by the Atlantic Realty Co., Inc., 395 Commercial Street, Boston.
- (b) The date of construction of the wharf is not exactly known but a plan of Boston Inner Harbor dated 1847 shows the wharf in existence at that time with the plan closely the same as at present.
- (c) The total area of wharf and water is more than 4.6 acres.

2. Wharf

- (a) The wharf frontage along the Main Ship Channel is approximately 325 feet, with a 32-foot depth of water at M.L.W.
- (b) The slip on the north side is 400 feet long and 75 feet wide to the property line with a 25-foot depth of water at M.L.W.
- (c) The slip on the south side is 295 feet long and 65 feet wide to the property line, with a 24-foot depth of water at M.L.W.
- (d) The platform extends the entire perimeter of the wharf and varies in width from 3-1/2 feet to 6 feet wide.

3. Wharf and Wharf Shed Construction

- (a) The center section of the wharf varies in width and is constructed of solid fill retained by a granite sea wall. Around the perimeter of this sea wall the wharf deck of plank is supported on timber stringers on untreated wood piles. Pile bents are centered approximately 16 feet.
- (b) The wharf shed is U-shaped with an open roadway at the inboard end. The extreme length is about 635 feet and the extreme width about 315 feet. The portions of the shed on each side of the central paved roadway vary in width from about 40 feet to 80 feet plus. The floor area is approximately 98,000 square feet.





- (c) The wharf shed is of heavy wood frame construction, one story in height and is metal clad. The paved roadway is surfaced with granite block and is in good condition.
- (d) The wharf deck is of wood plank with steel plate trucking lanes in the center of the shed. Allowable floor load is 350 pounds per square foot. A portion of the floor has been raised by superimposing another floor structure upon the original in order to attain truck platform height.
- (e) The inboard walls have doors 16 feet wide and 8 feet high in each bay. There are ten sliding doors 16 feet by 16 feet on the outboard walls located at irregular intervals.

#### 4. Fire Protection

- (a) Standpipes and hydrants are connected to the city high pressure system.
- (b) The buildings are dry-pipe sprinklered.
- (c) The A.D.T. auto-alarm system is installed in the north shed.

#### 5. Use

- (a) The outboard shed is leased by the U. S. Coast Guard for berthing and storage of equipment.
- (b) All other portions of the shed are used for warehousing of food products. The buildings facing on Battery Street are occupied by various commercial and industrial firms.
- (c) Other than Coast Guard use, the facility is not presently used for water-borne traffic.

#### 6. Trackage

- (a) There is one spur track from the Union Freight Railroad servicing the open central area of the wharf. Eight cars may be held at one time on the spur.

#### 7. Availability

- (a) The wharf may be reached at practically any condition of weather or tide from the Main Ship Channel.



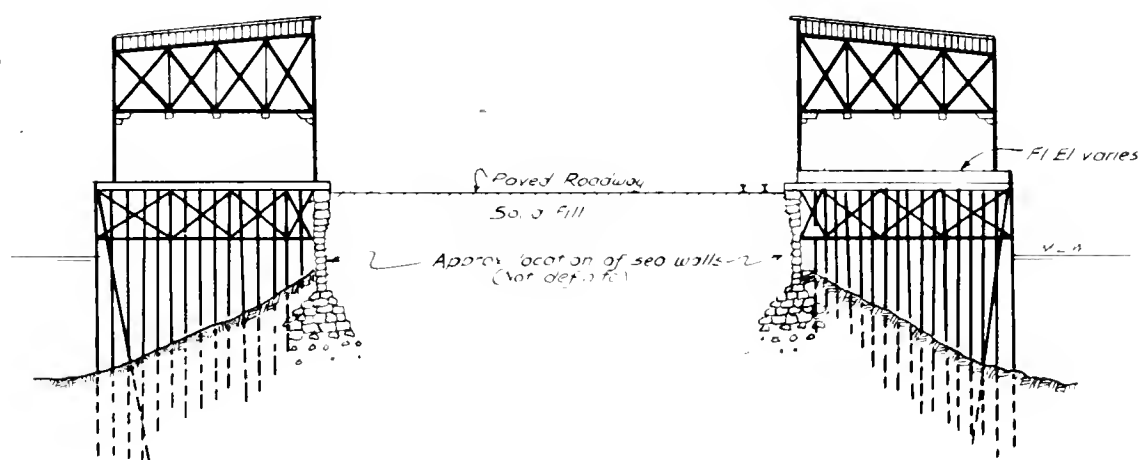
8. Berthing Space

- (a) There are three berths, 295 feet, 325 feet and 400 feet in length, with depths at M.L.W. of 24 feet, 32 feet and 25 feet, respectively.

9. General

- (a) The adjacent property to the northwest is Constitution Wharf.
- (b) The adjacent property to the southeast is the City of Boston pier which was formerly the North Ferry to East Boston.
- (c) The wharf is better adapted to coastwise traffic than to overseas traffic, due to the limited sizes of berths and limited depths of water.





ROOF T & G on Boards

CLEAR INSIDE HEIGHT 11' & 13'

DOORS 16 x 8 each bay inboard side  
Ten 16 x 16 irregularly spaced outboard side

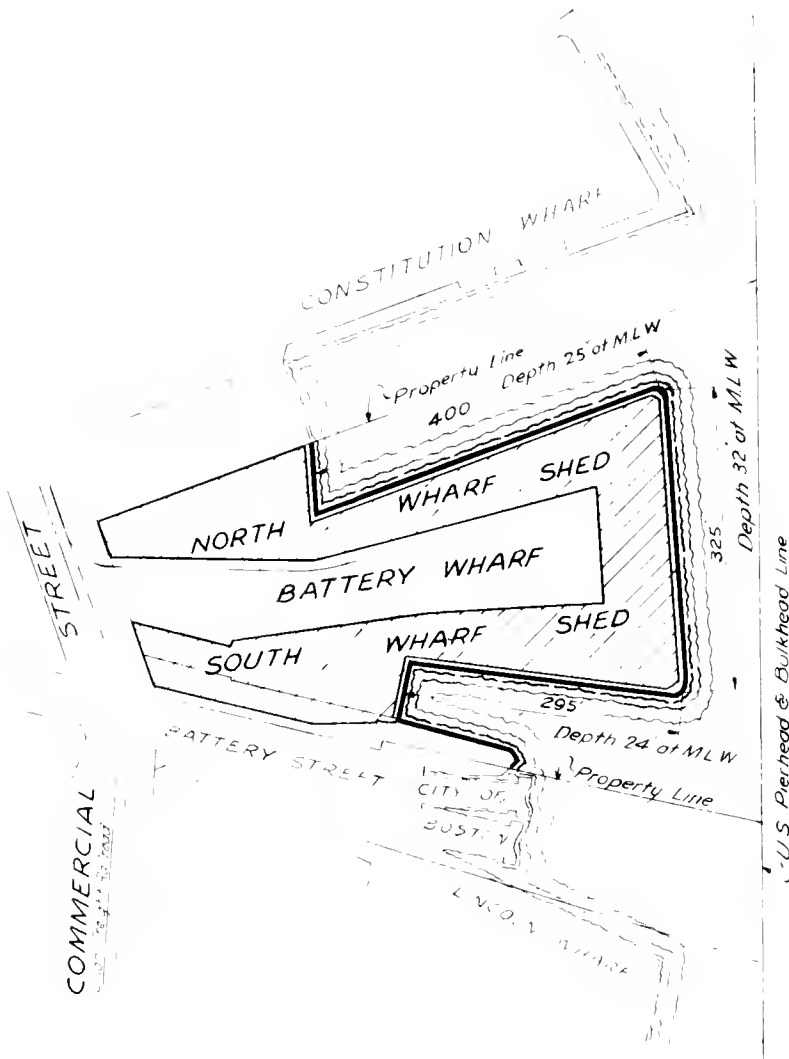
WALLS Wood frame construction - metal clad

COLUMNS Wood - 16 o.c. longitudinal

ALLOWABLE FLOOR LOAD 350 lbs p.s.f.

**BATTERY WHARF**  
SECTION OF WHARF & SHEDS  
379 to 395 Commercial St.  
Boston, Mass.  
Scale 1" = 40'





B O S T O N H A R B O R

# BATTERY WHARF PLAN OF WHARF & SHEDS

BOSTON, MASS  
Scale: 1" = 200'





LINCOLN WHARF  
357 to 369 Commercial Street

1. Owner

- (a) Boston Elevated Railway.
- (b) Operated by Boston Elevated Railway.

2. Use

- (a) The wharf and pier are used exclusively as power plant and coal receiving pockets for the Boston Elevated Railway.
- (b) The length of the wharf is divided about equally for coal receiving and power plant.

3. Unloading Facilities

- 3 traveling towers, only 2 used or needed at present; capacity of both 310 tons per hour (or 5,000 tons in 16-hour day, using 2 towers).
- 2 bucket conveyors, outboard pocket to station
- 1 cross conveyor from outboard pocket to inboard pocket
- 1 longitudinal belt in inboard tower to distribute
- 2 pockets, 5000-ton capacity each

There are no storage facilities and no bridge crane.

4. Availability

- (a) The property may be reached at practically any condition of weather or tide by aid of tugs from the Main Ship Channel.

5. Rail Connections

- (a) There are no rail connections.

6. General

- (a) Adjoining properties are Union Wharf to the south and Battery Wharf to the north.
- (b) Between property lines the wharf is approximately 180 feet wide and 550 feet long.
- (c) The power plant is located inboard from the coal receiving pockets.



UNION WHARF  
323 Commercial Street

1. Owner

- (a) Lillian Y. Rubin.
- (b) Property is leased to two tenants, each of whom operates the portion occupied by him.
- (c) The date of construction of the wharf is not known, but a plan of Boston Inner Harbor dated 1847, shows a wharf in existence at that time. The plan today varies somewhat from the 1847 plan and it is understood that the wharf was altered 70 or 80 years ago.
- (d) The total area of wharf and water is in excess of 5.4 acres.

2. Wharf and Pier Shed

- (a) Wharf frontage along the Main Ship Channel is approximately 180 feet with 19-foot depth of water at M.L.W.
- (b) The slip on the north is 350 feet long; widths to property line are: 35 feet at inboard and 185 feet at outboard end, with 18 to 26-foot depth of water at M.L.W.
- (c) The slip on the south is angular, 608 feet long and 80 feet wide to property line, with 18 to 24-foot depth of water at M.L.W.
- (d) A narrow apron 2 to 4 feet wide extends around the perimeter of the pier.
- (e) The pier shed extends around three sides of the pier, varies in width and is one story in height.
- (f) In the center area is located a 5-story masonry warehouse.
- (g) A paved street serves the central and north areas of the pier.



3. Wharf and Pier Shed Construction

- (a) The foundations are fill inside a masonry sea wall and open piling outside of the sea wall.
- (b) The pier shed is of steel frame construction with corrugated iron exterior, and is in good condition.
- (c) Floor is wood plank, allowable floor load 350 pounds per square foot.

4. Fire Protection

- (a) Standpipes and hydrants are connected to the city high pressure system.

5. Use

- (a) The pier sheds and warehouses are used for storage space by the two tenants only.
- (b) At the present time there is no water-borne traffic using the facilities.

6. Trackage

- (a) There is a single spur with a holding capacity of four cars.

7. Availability

- (a) The pier may be reached at practically any condition of weather or tide by aid of tugs from the Main Ship Channel.

8. Berthing Space

- (a) There are four berths of the following lengths: 180 feet, 270 feet, 328 feet and 350 feet, with depths of approximately 18 to 26 feet at M.L.W.

9. General

- (a) The pier is adapted for coastwise traffic only as limited lengths of berths and limited depths of water confine the use to smaller ships.

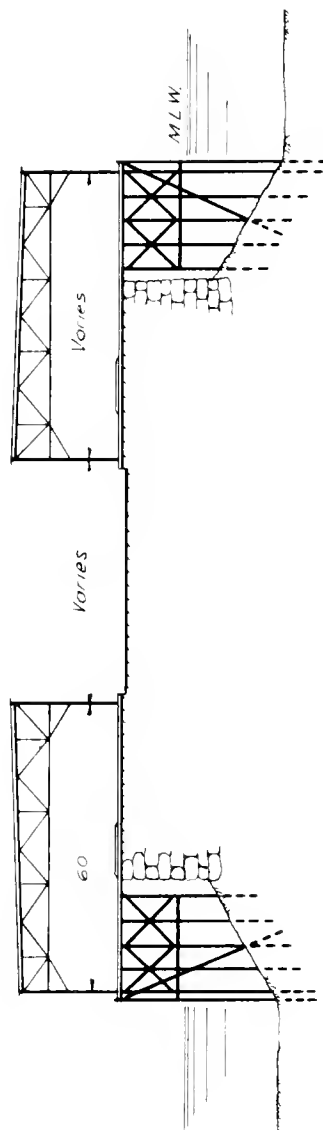


# UNION WHARF

SECTION OF WHARF & PIER SHEDS  
BOSTON, MASS

Scale 1/40

FAY, SPOFFORD & THORNDIKE, ENGINEERS, BOSTON, MASS. MARCH, 1946



ROOF: T & G on plank

CLEAR INSIDE HEIGHT: 14'

DOORS: Sliding and rolling, 3, 18' x 12' 6" - 4, 12' x 14' outboard

Continuous rolling metal, 18' x 12' 6" inboard

WALLS: Wood frame, wood exterior

COLUMNS: Timber, 18' o.c. longitudinal

ALLOWABLE FLOOR LOAD: 300 lbs. p. s. f.





**SARGENT'S WHARF**  
269 to 293 Commercial Street

**1. Owner**

- (a) Quincy Market Cold Storage and Warehouse Co.
- (b) Operated by Quincy Market Cold Storage and Warehouse Co.

**2. Wharf and Pier**

- (a) There is no wharf frontage, the pier being triangular in shape with the apex outboard.
- (b) The slip on the north is 250 feet long and averages 40 feet wide to the property line with 24-foot depth of water at M.L.W.
- (c) The slip on the south, leased to the City of Boston, is irregular in shape, small in size, for use of small craft only.
- (d) Over-all length of wharf is 640 feet.
- (e) 300 feet plus of the north face of the wharf is open for an average width of 50 feet.
- (f) Aprons of varying widths border the balance of the pier facings.

**3. Wharf and Pier Construction**

- (a) The wharf is solid fill retained by a sea wall, part of which is heavy timber sheet piling, part is masonry and part is concrete. The pier is piling supporting timber and plank deck.
- (b) The outboard end of the pier is occupied by a coal pocket.
- (c) Inboard from the coal pocket there is a brick power house.
- (d) From the power house to Commercial Street the wharf is occupied by six and ten-story cold storage warehouse buildings.



4. Fire Protection

- (a) The plant has watchman service.
- (b) Hand extinguishers are distributed throughout the building.
- (c) Except for outboard end, all construction is brick and concrete.

5. Use

- (a) Receipt of fuel for power plant of owners.
- (b) Receipt of miscellaneous food cargoes for storage brought by rail and truck.

6. Trackage

- (a) There are two spurs for nine cars, outside storage.

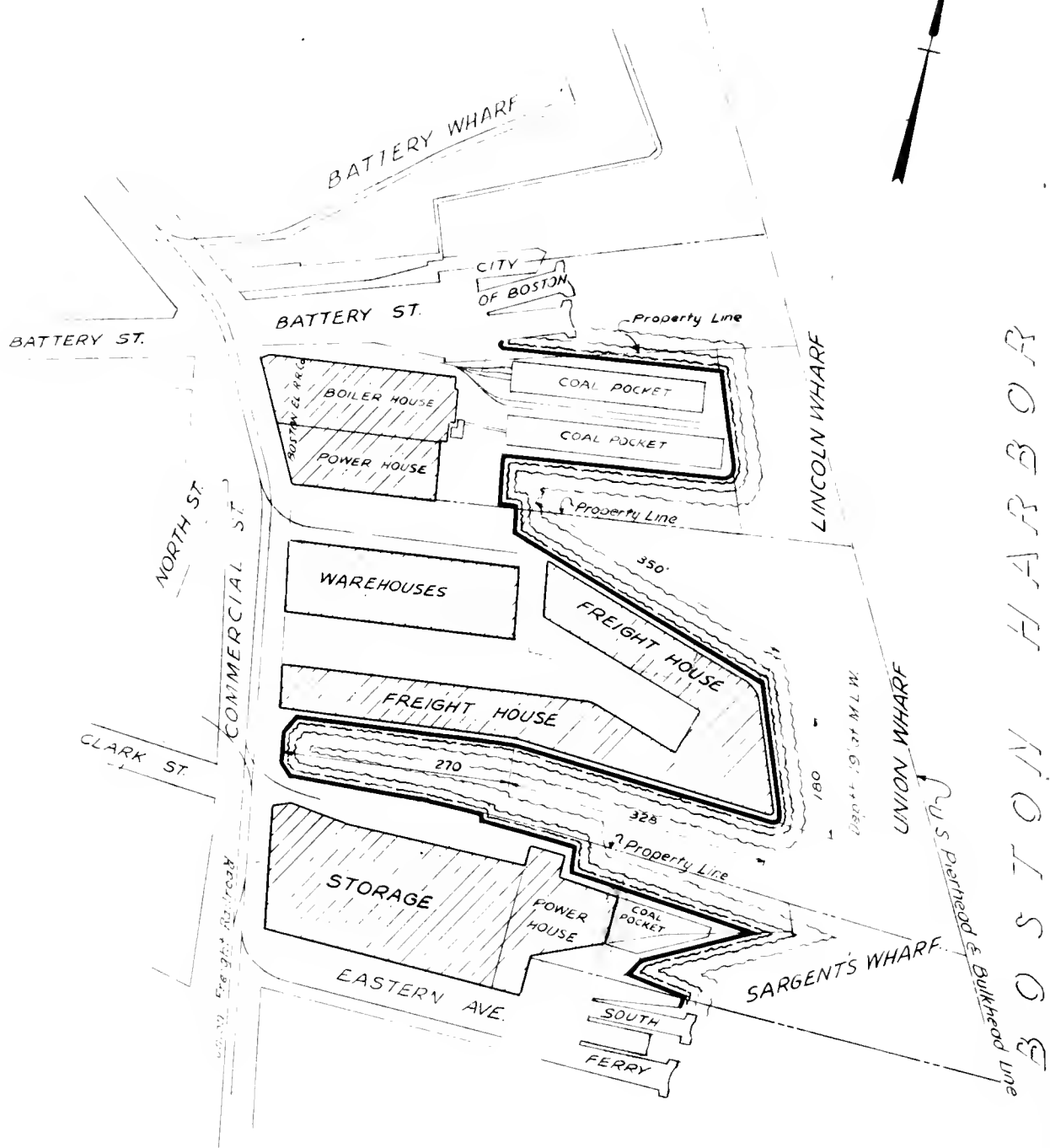
7. Availability

- (a) The wharf may be reached at practically any condition of weather or tide from the Main Ship Channel with the aid of tugs.

8. General

- (a) This property is not adapted for water-borne traffic other than fuel deliveries.
- (b) The uses of this property are related exclusively to bulk freight storage of food products.





# SARGENT'S WHARF UNION WHARF AND LINCOLN WHARF

BOSTON, MASS

Plan of Piers and Docks

Scale 1"=200'



LEWIS WHARF  
10 to 36 Atlantic Avenue

1. Owner

- (a) Lewis Wharf Company.
- (b) The property is leased to various tenants, each of whom operates that portion leased by him.
- (c) The date of construction of the wharf is not known, but a plan of Boston Inner Harbor dated 1847 shows a wharf of closely the same shape and dimension as today to have been in existence at that time.
- (d) The total area of wharf and water is in excess of 7.6 acres.

2. Wharf and Pier

- (a) The wharf frontage along the Main Ship Channel is 130 feet for the north pier, 75 feet for the south pier with 20-foot depth of water at M.L.W.
- (b) The north slip is 365 feet long and 75 feet wide to property line with a 19-foot depth of water at M.L.W.
- (c) The dock in the outboard end of the pier is 230 feet long and 85 feet wide at the outer end, with 11 to 20-foot depths of water at M.L.W.
- (d) The slip on the south is angular, 770 feet long and 70 feet wide to property line, with a 19-foot depth of water at M.L.W.
- (e) Aprons varying from 4 feet to 10 feet wide run the perimeter of the south pier and inboard end of the dock. The north pier is mostly open and aprons surround the two buildings thereon.
- (f) A pier shed of irregular shape, one and two stories high, occupies the south pier.
- (g) In the central area there is a part five and part six-story building.
- (h) Six other smaller buildings of one and two stories are on the north pier.





### 3. Wharf, Pier and Pier Shed Construction

- (a) Foundations of the pier are piling outside of a masonry sea wall, pile and fill inside of sea wall.
- (b) Sea walls are of heavy granite block; materials of footings and depth of same are unknown.
- (c) The pier shed is angular and of varied widths; in-board portion is one and two-story wood frame; outboard end, steel frame. Ninety per cent of the exterior walls, outboard sides, consists of horizontal sliding doors. There are five drop gangways on south side of pier.
- (d) The five and six-story building in the central area is of brick with stone facings.
- (e) The six smaller buildings on the north pier are wood frame construction and are iron clad.
- (f) The deck of pier is paved with bituminous concrete with the exception of the north side.
- (g) Allowable floor load for deck of pier is 500 pounds per square foot.

### 4. Fire Protection

- (a) Standpipes and hydrants are on the premises.
- (b) Hose racks are installed in pier shed.
- (c) A small portion of the brick building is sprinklered.

### 5. Use

- (a) The south pier is adapted for lighter overseas traffic and ships of small draft.
- (b) The north pier is not adapted for overseas traffic due to limitations of berthing space and depth of water.
- (c) Present use of south pier is trans-shipment of food products.
- (d) Central area and north pier is used for light coast-wise shipping, seafood processing, grocery warehouse and miscellaneous commercial and industrial in small operations.



6. Trackage

- (a) There are three spurs on the wharf having a total holding capacity for 22 cars.

7. Availability

- (a) The wharf may be reached at practically any condition of weather or tide by the aid of tugs from the Main Ship Channel.

8. Berthing Space

- (a) There are three berths, 260 feet, 345 feet and 510 feet long, having a depth of 19 feet at M.L.W., and two berths, 230 feet and 240 feet long, having a depth of 11 feet at M.L.W.

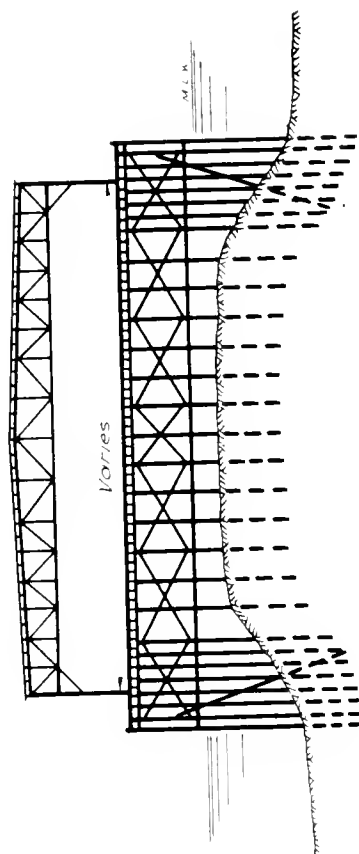
9. General

- (a) The south pier may be considered as an overseas terminal.
- (b) Balance of the property has been largely converted from water shipping to the uses of miscellaneous small commercial and industrial concerns. A considerable area is not in use.



LEWIS WHARF  
SECTION OF PIER SHED  
AT  
OUTBOARD END  
Boston, Mass.  
Scale 1/40

FAY, SPOFFORD & THORNDIKE, ENGINEERS, BOSTON, MASS. MARCH, 1926



ROOF T & G. on Plank on Steel Trusses  
CLEAR INSIDE HEIGHT: 14'  
DOORS Sliding Doors, full size of each bay  
WALLS Metal Clad  
COLUMNS Steel - spacing varies  
ALLOWABLE FLOOR LOAD 500 lbs p.s.f.



COMMERCIAL WHARF  
78 to 112 Atlantic Avenue

1. Owner

- (a) The Commercial Wharf Company.
- (b) Property is under lease to various tenants, each of whom operates the portion leased by him.
- (c) The date of construction of the wharf is not known but a plan of Boston Inner Harbor dated 1847 shows a wharf of closely the same plan and dimensions as today to have been in existence at that time.
- (d) The total area of wharf and water is in excess of 5.8 acres.

2. Wharf and Piers

- (a) The wharf frontage along the Main Ship Channel is 60 feet on the north pier, and 70 feet on the south pier, with a 20-foot depth of water at M.L.W.
- (b) The North slip is 775 feet long, angular, and 75 feet wide to property line, with a 19-foot depth of water at M.L.W.
- (c) The dock on the outboard end of pier is 205 feet long and 85 feet wide, with a 17-foot depth of water at M.L.W.
- (d) The slip on the south is irregular in shape, 415 feet long (plus 300 feet of difficult berthing space) and 110 feet wide to property line, with a 20-foot depth of water at M.L.W.
- (e) Narrow aprons run most of the perimeter of the wharf.
- (f) Irregular shaped pier sheds are on both north and south piers.
- (g) A two-story seafood processing building runs in-board from pier shed on north pier.
- (h) A five-story building is located on the central area of the wharf.





### 3. Wharf and Pier Shed Construction

- (a) Foundations consist of piling outside the masonry sea wall; solid fill inside of sea wall.
- (b) Sea walls are of heavy granite block; materials of footings and depths of same are unknown.
- (c) Pier sheds are of wood frame construction, wood exteriors.
- (d) The building in the central area is constructed of brick with stone facing.
- (e) Allowable floor load of pier deck is 300 pounds per square foot.
- (f) With exception of the street on the north side, which is paved with granite block, the deck of the pier is paved with bituminous concrete.

### 4. Fire Protection

- (a) Standpipes and hydrants are located on the premises.
- (b) The five-story central building is sprinklered.

### 5. Use

- (a) This pier is not adapted for overseas traffic due to limitations of berthing spaces and depths of water.
- (b) Uses of pier sheds are varied as follows: ice house, iron works, freight storage, shellfish processing and storage plant.
- (c) The central building is used by a variety of commercial and industrial firms.
- (d) Berthing for coastwise shipping.
- (e) This is a base for fishing operations.

### 6. Trackage

- (a) There are two spurs on the wharf with a total holding capacity of 17 cars, connected to the Union Freight Railroad on Atlantic Avenue.



7. Availability

- (a) The wharf may be reached at practically any conditions of weather or tide by the aid of tugs from the Main Ship Channel.

8. Berthing Space

- (a) There are five berths, 205 feet, 280 feet, 300 feet, 415 feet and 495 feet, all with a depth of at least 19 feet at M.L.W.

9. General

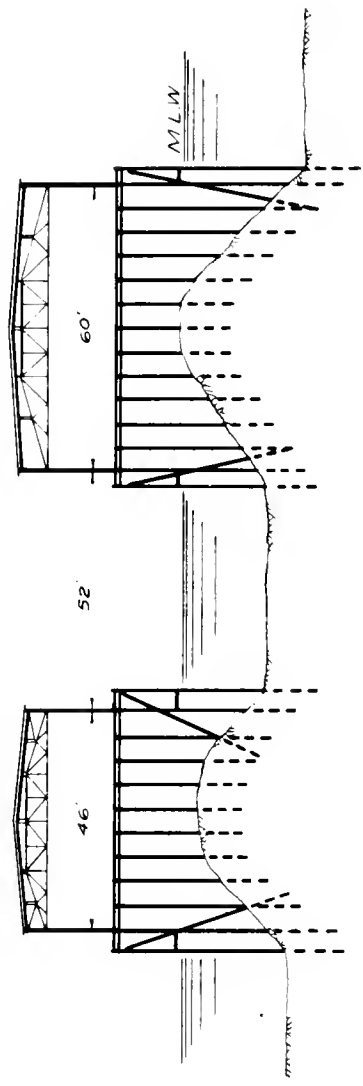
- (a) Changing conditions have brought about conversion of most of the uses of this wharf. A large part of the property is now used by miscellaneous commercial and industrial concerns.



# COMMERCIAL WHARF SECTION OF WHARF & PIER SHEDS

Boston, 1923  
Scale 1"=40'

FAY, SPOFFORD & THORNDIKE, ENGINEERS, BOSTON, MASS. MARCH, 1946



ROOF T & G oil plank

CLEAR INSIDE HEIGHT 14'

DOORS: North side, north shed, continuous sliding 14 x 10'-6  
North side, south shed, 4-7 x 8' sliding  
South side, south shed, 4 doors, 12 x 12

WALLS: Wood Frame

COLUMNS: Timber 16" o.c

ALLOWABLE FLOOR LOAD 300 lbs p s f.



T WHARF  
Atlantic Avenue

1. Owner

- (a) Quincy Market Cold Storage and Warehouse Co.
- (b) Operated by Quincy Market Cold Storage and Warehouse Co.
- (c) The date of construction of the wharf is not known but the Burgess plan, dated 1728, shows the in-board end of the present wharf to have been in existence at that time and the 1847 map of Boston Inner Harbor shows the wharf of closely the same shape and dimensions as at present to have been in existence at that time.

2. Wharf and Pier

- (a) The wharf frontage along the Main Ship Channel is 95 feet with a 20-foot depth of water at M.L.W.
- (b) The slip on the north is 735 feet long and 70 feet wide to the property line with 14 to 20-foot depths of water at M.L.W.
- (c) The slip on the south is irregular in shape and approximately 100 feet wide to the property line, with a 19-foot depth of water at M.L.W.
- (d) There is an end apron approximately 45 feet wide and there are two longitudinal platforms approximately 25 feet wide on the pier.
- (e) There is a paved street to these aprons for vehicular traffic.

3. Wharf and Pier Construction

- (a) Foundations of the pier are unknown. There are no data as to depths and footings of sea walls, which are of masonry construction.
- (b) Inside of sea walls, foundations are pile and fill.
- (c) Outside of sea walls, foundations are pile.
- (d) There is a ten and eleven-story fireproof cold storage and office building on the inboard end of the wharf.





- (e) There is a three-story wood frame iron clad building 40 and 50 feet wide by 440 feet long on the pier.
- (f) Allowable floor load in the three-story building is estimated 125 pounds per square foot.
- (g) Allowable floor load on the pier is 300 pounds per square foot.

#### 4. Fire Protection

- (a) The three-story building on the pier is sprinklered throughout.

#### 5. Use

- (a) The three-story building has varied uses as follows: twenty-five apartments, a seafood processing plant, a towboat company office, a restaurant, a base of operations for fishing boats and other miscellaneous uses.

#### 6. Trackage

- (a) There is no trackage on the pier; two spurs serve the cold storage plant.
- (b) The Union Freight Railroad serves Atlantic Avenue.

#### 7. Availability

- (a) This wharf may be reached at practically any condition of weather or tide by the aid of tugs from the Main Ship Channel.

#### 8. Berthing Space

- (a) There are two berths, one 405 feet long with a 19-foot depth of water at M.L.W. and a second 735 feet long with 14 feet of water at the inboard end and 20 feet at the outboard end.

#### 9. General

- (a) This pier is not adapted for overseas traffic due to lack of shed and limited depths of water.
- (b) The owner's representative stated that the pier is being well maintained and is in better condition than when acquired by the present owners.
- (c) Portions of this pier are utilized for maritime services; larger portions are devoted to miscellaneous small commercial and industrial concerns and apartments.



LONG WHARF  
200 to 214 Atlantic Avenue

1. Owner

- (a) Proprietors of Boston Pier or the Long Wharf.
- (b) Entire property is under lease to numerous tenants, each of whom operates that portion leased by him.
- (c) The original Long Wharf was built about 1710. The map of Boston Inner Harbor also shows the wharf as being closely the same as the Burgiss map showed it in 1728 but present dimensions indicate that the wharf has been widened to the south. The date of this alteration is not known but is presumed to have been about 70 years ago.

2. Wharf and Pier

- (a) Wharf frontage along the Main Ship Channel is 220 feet with a 25-foot depth of water at M.L.W.
- (b) The slip is on the south and is 815 feet long and 50 feet wide to the property line, with a 12-foot depth of water at inboard end and 25 feet at outboard end at M.L.W.
- (c) The slip on the north is beyond the property line which follows the face of the pier.
- (d) Aprons varying in width from 4 feet to 8 and 10 feet run the perimeter of the pier.
- (e) An L-shaped pier shed occupies the south face and outboard end of the pier. The shed is part one and part two stories in height.
- (f) Four buildings for miscellaneous uses are centrally located on the pier.
- (g) Bituminous concrete paved streets serve all structures.

3. Wharf, Pier and Pier Shed Construction

- (a) Foundations of the pier are piling outside of a masonry sea wall, pile and fill inside of sea wall.
- (b) Masonry sea walls are of heavy granite block. Depths and materials of footings are unknown.



- (c) The pier shed is of irregular shape, for the most part is of wood frame construction, with wood exterior; the northeast portion of the shed is steel framed.
- (d) The commercial and industrial buildings in the central area of the pier are brick, brick with stone facing, and wood frame varying from three to five stories in height.
- (e) Allowable floor loads are 500 pounds per square foot on wharf, 500 pounds for first floor, and 300 pounds for second floor.

#### 4. Fire Protection

- (a) Hydrants and standpipes are located on the premises.
- (b) The buildings in the central area are sprinklered.

#### 5. Use

- (a) The pier shed is utilized for fruit handling and storage.
- (b) Buildings in the central area are devoted to miscellaneous commercial and industrial uses.
- (c) The pier is adapted for overseas traffic of medium draft such as its present use to receive fruit.

#### 6. Trackage

- (a) There is no trackage on the pier.
- (b) The Union Freight Railroad serves Atlantic Avenue.

#### 7. Availability

- (a) This wharf may be reached at practically any condition of weather or tide by the aid of tugs from the Main Ship Channel.

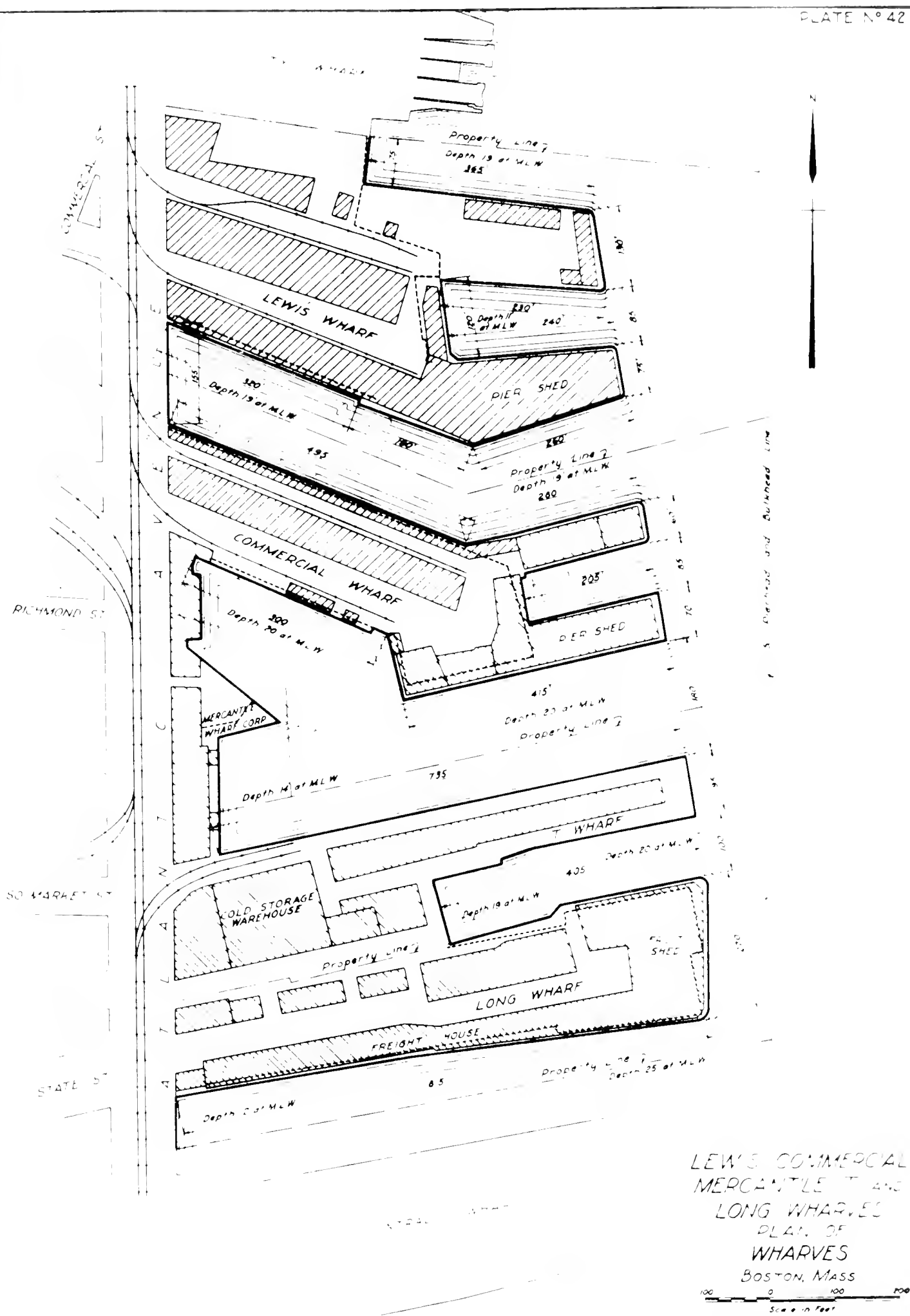
#### 8. Berthing Space

- (a) There is a single berth 815 feet long with a 12-foot depth of water at M.L.W. at the inboard end and 25 feet at the outboard end. The frontage of 220 feet has no access to the shed and is usable as a mooring berth only.

#### 9. General

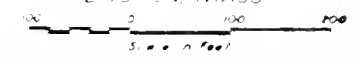
- (a) Due to changing conditions, parts of this property have been converted from water shipping uses to commercial and industrial services.











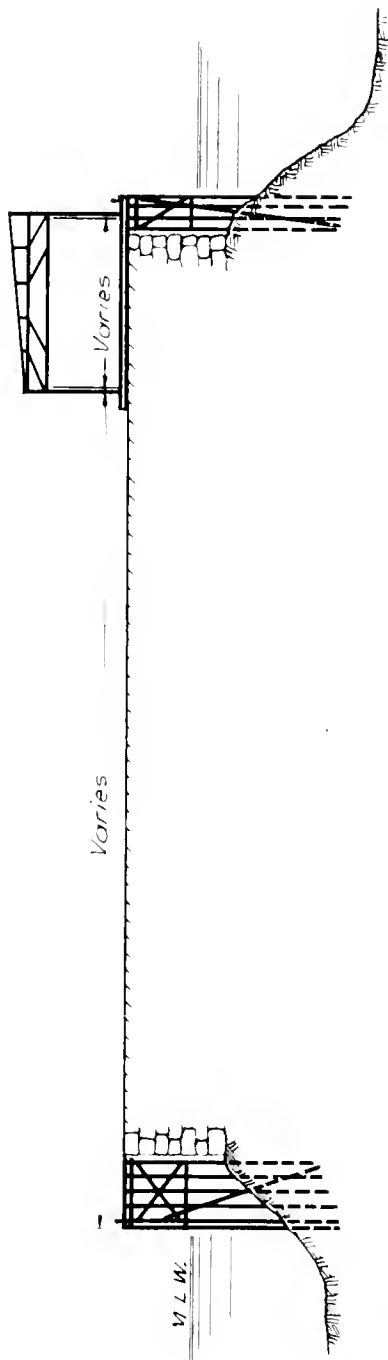


# LONG WHARF

SECTION OF WHARF & PIER SHED  
Atlantic Avenue - Boston, Mass

Scale 1"=40'

FAY, SPOFFORD & THORNDIKE, ENGINEERS, BOSTON, MASS MARCH, 1946



ROOF: T & G on plank

CLEAR INSIDE HEIGHT 15'

DOORS: Lift, 15x13' each bay both sides

WALLS: Wood Frame - Metal Clad

COLUMNS: Spaced 16' o.c. - longitudinal

ALLOWABLE FLOOR LOAD: 500 lbs p.s.f.



CENTRAL WHARF  
Atlantic Avenue

1. Owner

- (a) Central Wharf and Wet Dock Corporation.
- (b) Operated by Central Wharf and Wet Dock Corporation.
- (c) The wharf is known to have been originally constructed in 1816. The map of Boston Inner Harbor dated 1847 shows the wharf to extend to the line of the present sea wall and present dimensions indicate extension of the wharf to the east. This alteration is understood to have been made 60 to 70 years ago.

2. Wharf and Pier

- (a) The wharf frontage along the Main Ship Channel is 264 feet with an estimated 20-foot depth of water at M.L.W.
- (b) The slip on the south side is 672 feet long and 74 feet wide. The slip on the north side is 773 feet long and 75 feet wide. The owner's representative estimates that there is a 20-foot depth of water at M.L.W.
- (c) The apron on the south side is 4 feet wide and 672 feet long, on the east 4 feet wide and 264 feet long, and on the north side 4 feet wide and 773 feet long. Platform is in poor condition.
- (d) There is a pier shed 570 feet long and 75 feet wide on the south side of the wharf. There is a shed across the east end of the wharf 150 feet wide, and a shed 430 feet long and 30 feet wide on the north side of the wharf. The sheds are one story in height.
- (e) In the center of the area occupied by the wharf is a block of buildings averaging three stories in height occupying an area 450 feet long by 50 feet wide. There is a paved area approximately 50 feet in width around this block of buildings. The Central Wharf and Wet Dock Corporation has acquired title to all of the property in this block and, therefore, owns all rights in the paved area of the wharf.
- (f) There is a City of Boston sewer easement running from Atlantic Avenue to the east end of the wharf just north of the above buildings.



(3) Wharf and Pier Shed Construction

- (a) The foundations are in part fill, retained by a sea wall, and the balance piles.
- (b) The pier sheds on the north and south face are of wood frame construction and wood exterior, the shed on the east end is of steel frame construction, wood roof, and corrugated metal sides. The buildings are old and not in the best of condition.
- (c) First floor wood plank; allowable floor load is questionable.
- (d) There are lift-up doors on both sides of all sheds with a clear height opening of 7 feet.

4. Fire Protection

- (a) There are no sprinklers.

5. Use

- (a) This wharf was formerly used by the Eastern Steamship Company for coastwise service. At present it is used for miscellaneous storage. The shed on the north side is used in part by an ironmonger and junk dealer.

6. Trackage

- (a) There is no trackage either inside or out.
- (b) The Union Freight Railroad serves Atlantic Avenue.

7. Availability

- (a) The pier may be reached at practically any condition of weather or tide by aid of tugs from the Main Ship Channel.

8. Berthing Space

- (a) There are three berths 264 feet, 672 feet and 773 feet in length, all having an estimated 20-foot depth of water at M.L.W.





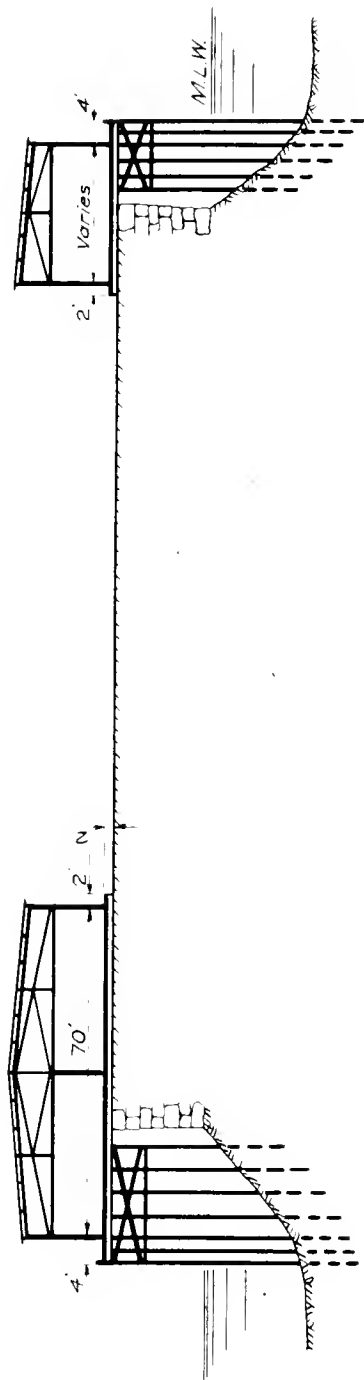
9. General

- (a) There are buildings on India Wharf to the south, Long Wharf to the north, and across Atlantic Avenue to the west.
- (b) The Owner's representative suggested that the owner might consider extending this wharf if there were any demand for facilities for coastwise steamers. This facility is not suitable for oceangoing traffic due to limited depths of water and size of pier sheds.



**CENTRAL WHARF**  
SECTION OF WHARF & SHEDS  
Boston, Mass

FAY, SPOFFORD & THORNDIKE, ENGINEERS, BOSTON, MASS. MARCH, 1946



ROOF: T & G on plank

CLEAR INSIDE HEIGHT: South 10'-6", North 12'-0"

DOORS: Both sides all sheds 15' x 7'

WALLS: Wood Frame, wood exterior

COLUMNS: Timber 16' o.c longitudinally

ALLOWABLE FLOOR LOAD: 75 lbs p s f



INDIA WHARF  
Atlantic Avenue

1. Owner

- (a) Central Wharf and Wet Dock Corporation.
- (b) Operated by Central Wharf and Wet Dock Corporation.
- (c) The wharf was constructed prior to 1847 as the map of Boston Inner Harbor of that date shows wharf extending to the line of the present sea wall. Present dimensions indicate that the wharf has been extended to the east. It is believed that this alteration was made 60 to 70 years ago.

2. Wharf and Pier

- (a) The frontage along the Main Ship Channel is 310 feet. It is estimated that there is a 20-foot depth of water at M.L.W.
- (b) The slip on the north side is 597 feet long and 74 feet wide. The slip on the south side is 482 feet long and 80 feet wide. The owner's representative estimates that there is a 20-foot depth of water at M.L.W.
- (c) The apron on the north side is 597 feet long and 2 feet wide; on the east end 310 feet long and 5 feet wide; on the south side 482 feet long and 3 feet wide. The apron is in fair condition.
- (d) The pier shed extends around the three sides of the pier and is of varying widths. In general it is of one-story height only, but there are sections that are two stories high.
- (e) In the center of the area occupied by the wharf is a block of buildings averaging three stories in height occupying an area 75 feet by 190 feet, and around this block is a 30-foot right-of-way for the owners of the property in this block. The Central Wharf and Wet Dock Corporation has acquired title to half the property in this block.

3. Wharf and Pier Shed Construction

- (a) The foundations are in part fill, retained by a masonry sea wall, and the balance piles.



- (b) The pier shed is of frame construction with wood exterior. In the areas where there is a second floor, the story heights are approximately 9 feet. The buildings are old and in fair condition.
- (c) The first floor is wood plank; allowable floor load 250 pounds per square foot; second floor wood plank, 125 pounds per square foot.
- (d) There are sliding doors on both sides and the end.

4. Fire Protection

- (a) There are no sprinklers.

5. Use

- (a) This wharf was formerly used by the Eastern Steamship Company for coastwise boats; at present its only use is by the Navy and Coast Guard and miscellaneous storage.

6. Trackage

- (a) There is no car holding track either inside or out.
- (b) The Union Freight Railroad serves Atlantic Avenue.

7. Availability

- (a) The pier may be reached at practically any condition of weather or tide by aid of tugs from the Main Ship Channel.

8. Berthing Space

- (a) There are three berths, 310 feet, 482 feet and 597 feet in length, with depths estimated as 20 feet of water at M.L.W.

9. General

- (a) There are buildings on Rowes Wharf to the south, Central Wharf to the north, and across Atlantic Avenue to the west.
- (b) The owner's representative suggested that the owner might consider extending this wharf if there were any demand for facilities for coastwise steamers. The facility is not suitable for ocean-going traffic due to limitations of berthing spaces and depths of water.





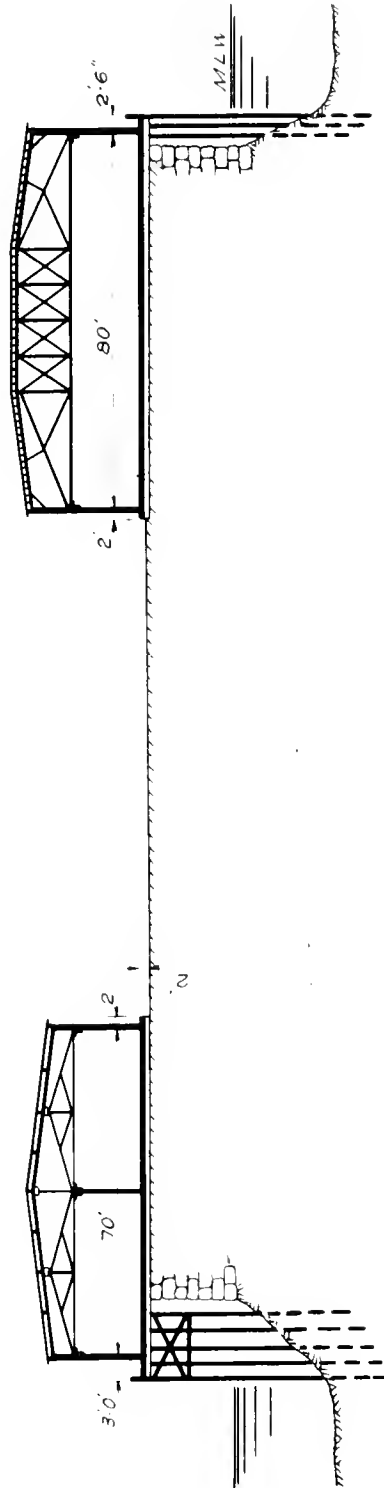
# INDIA WHARF

SECTION OF WHARF & SHEDS

Boston, Mass

Scale - 1" = 40'

FAY, SPOFFORD & THORNDIKE, ENGINEERS, BOSTON, MASS. MARCH 1946



ROOF: T & G on plank

CLEAR INSIDE HEIGHT: 14'

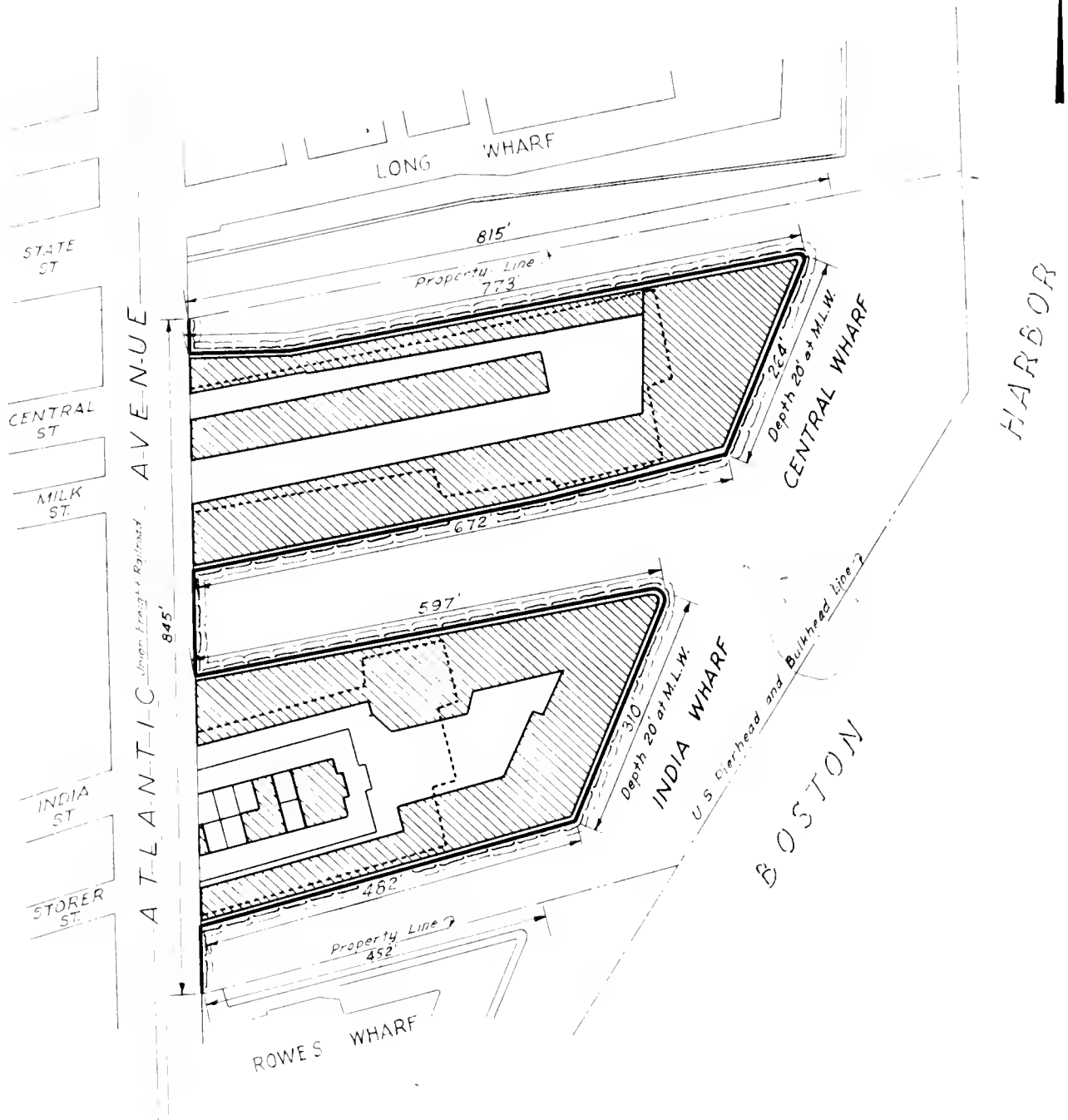
DOORS: Lift up 15x19 both sides and ends

WALLS: Wood frame, wood exterior

COLUMNS: Timber - 16 o.c. longitudinally

ALLOWABLE FLOOR LOAD: 250 lbs p.s.f.





CENTRAL WHARF  
AND  
INDIA WHARF  
PLAN OF WHARVES  
Boston, Mass

Scale - 1" = 200'



ROWES WHARF  
324 to 344 Atlantic Avenue

1. Owner

- (a) The Proprietors of Rowes Wharf (Incorporated)
- (b) The property is leased to various tenants, each of whom operates that portion leased to him.
- (c) Originally constructed as part of the sea wall in 1673, the property has been altered at times and is now maintained in good condition. Dimensions of the wharf, as shown on the map of Boston Inner Harbor dated 1847, indicate that the plan of the wharf today is virtually unchanged.

2. Wharf and Wharf Shed

- (a) The wharf frontage of 230 feet and a slip frontage of 80 feet constitute a total length of 310 feet along the Main Ship Channel with a 25-foot depth of water at M.L.W.
- (b) The slip on the north side is 370 feet long and from 30 feet to 55 feet wide with depths of water at M.L.W. from 11 feet at inboard end to 20 feet at the outboard end.
- (c) The slip on the south side is not a part of this property, the property line following the face of the wharf at this location.
- (d) The apron along the face of the wharf is 8 feet wide and 230 feet long; on the north side it is 3 feet wide and approximately 230 feet long.

3. Wharf and Wharf Shed Construction

- (a) The main wharf shed is approximately 64 feet wide and has an average length of approximately 220 feet; the north shed is 31 feet wide and has an average length of approximately 130 feet; the south shed is 40 feet wide and the average length is approximately 230 feet.
- (b) The foundations outside the sea wall are untreated piles and timber. The remainder of the wharf is formed by a masonry sea wall which retains solid fill.



- (c) The wharf sheds are of wood frame construction with wood exterior. Roofs of the main shed and south shed are supported on timber trusses 18 feet and 16 feet on centers, respectively. The roof of the north shed is supported on steel I beams 16 feet on centers.
- (d) A paved roadway with two entrances serves the central area of the wharf and all sheds.
- (e) There are three 12-foot wide drop gangways on the wharf front and three of the same on the north slip.

#### 4. Fire Protection

- (a) Standpipes and hydrants are connected to the city high pressure system.

#### 5. Use

- (a) The First Service Command of the U. S. Army occupies the wharf and sheds as a facility for their harbor services.
- (b) The buildings of the inboard portions of the wharf are occupied by various commercial and industrial firms.

#### 6. Trackage

- (a) There is no rail service on the wharf.

#### 7. Availability

- (a) The wharf may be reached at practically any condition of weather or tide from the Main Ship Channel.

#### 8. Berthing Space

- (a) There is one berth 370 feet long with 11 to 20 feet of water at M.L.W. and one berth 230 feet long with 25-foot depth of water at M.L.W.

#### 9. General

- (a) Properties to the south are the former Boston, Revere Beach and Lynn Railroad ferry, now abandoned, and Foster's Wharf. The next property to the north is India Wharf.
- (b) The facility is not adapted to overseas traffic due to the limited lengths of the berths.





**FOSTER'S WHARF**  
**325 to 386 Atlantic Avenue**

**1. Owner**

- (a) Foster's Wharf Co.
- (b) Property is leased to numerous tenants each of whom operates that portion leased to him.
- (c) The exact date of construction is unknown but the wharf is "between 70 and 90 years old," and is in fair condition.

**2. Wharf**

- (a) The wharf has frontage of 335 feet with a 14-foot depth of water at M.L.W.
- (b) There are no slips or docks.
- (c) An apron of varying widths (minimum 5 feet, maximum 20 feet) runs entire length of wharf.
- (d) An apron approximately 38 feet by 78 feet is on the north outboard end of the wharf.

**3. Wharf Construction**

- (a) Foundations are pile and fill inside masonry sea wall, open piling outside of sea wall.
- (b) The outboard buildings on the wharf are wood frame, part one and part two stories in height. A small portion of these buildings, an area about 40 feet by 100 feet, two stories, may be defined as a pier shed. All other portions are devoted to commercial uses.
- (c) Along the west and north sides of the property there are brick buildings, those on the west five stories in height, on the north three and four stories.
- (d) A paved entrance driveway and court allow access to all divisions of the property.

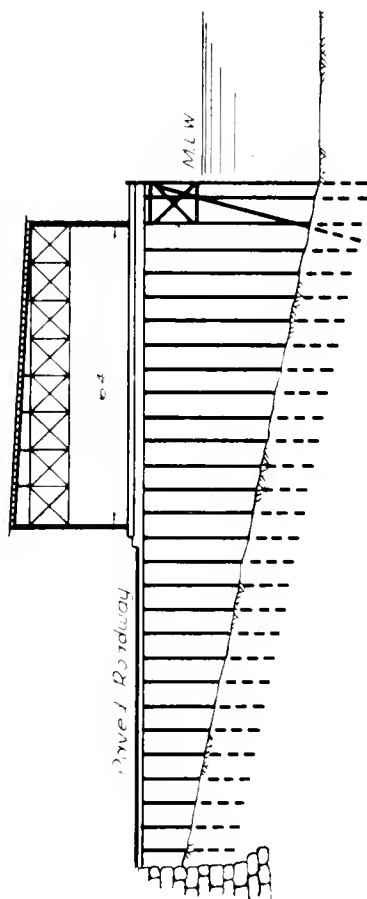


# ROWES WHARF

SECTION OF WHARF & OUTBOARD WHARF SHED  
BOSTON, MASS.

Scale 1/4" = 1'-0"

FAY, SPOFFORD & THORNDIKE, ENGINEERS, BOSTON, MASS., MARCH, 1946



ROOF T & G

CLEAR INSIDE HEIGHT 12

DOORS: Outboard 3 drop gangways 12 wide  
Inboard 5 overhead 10 x 10

WALLS: Wood Frame wood exterior

COLUMNS: Timber 18" o.c.

ALLOWABLE FLOOR LOAD 250 p.s.f.



4. Fire Protection

- (a) Hydrants and standpipes are located on the premises.
- (b) Parts of the properties are sprinklered.
- (c) There are no watchman services.

5. Use

- (a) The wharf frontage and part of the shed are used by the Cape Cod Steamship Co. for summer traffic and winter storage.
- (b) Seafood processing plants on outboard side of wharf.
- (c) A laundry servicing ships and other maritime facilities.
- (d) A variety of miscellaneous commercial and industrial tenants.

6. Trackage

- (a) There is no trackage on the property
- (b) The Union Freight Railroad serves Atlantic Avenue.

7. Availability

- (a) This wharf may be reached at practically any condition of weather or tide from the Main Ship Channel.

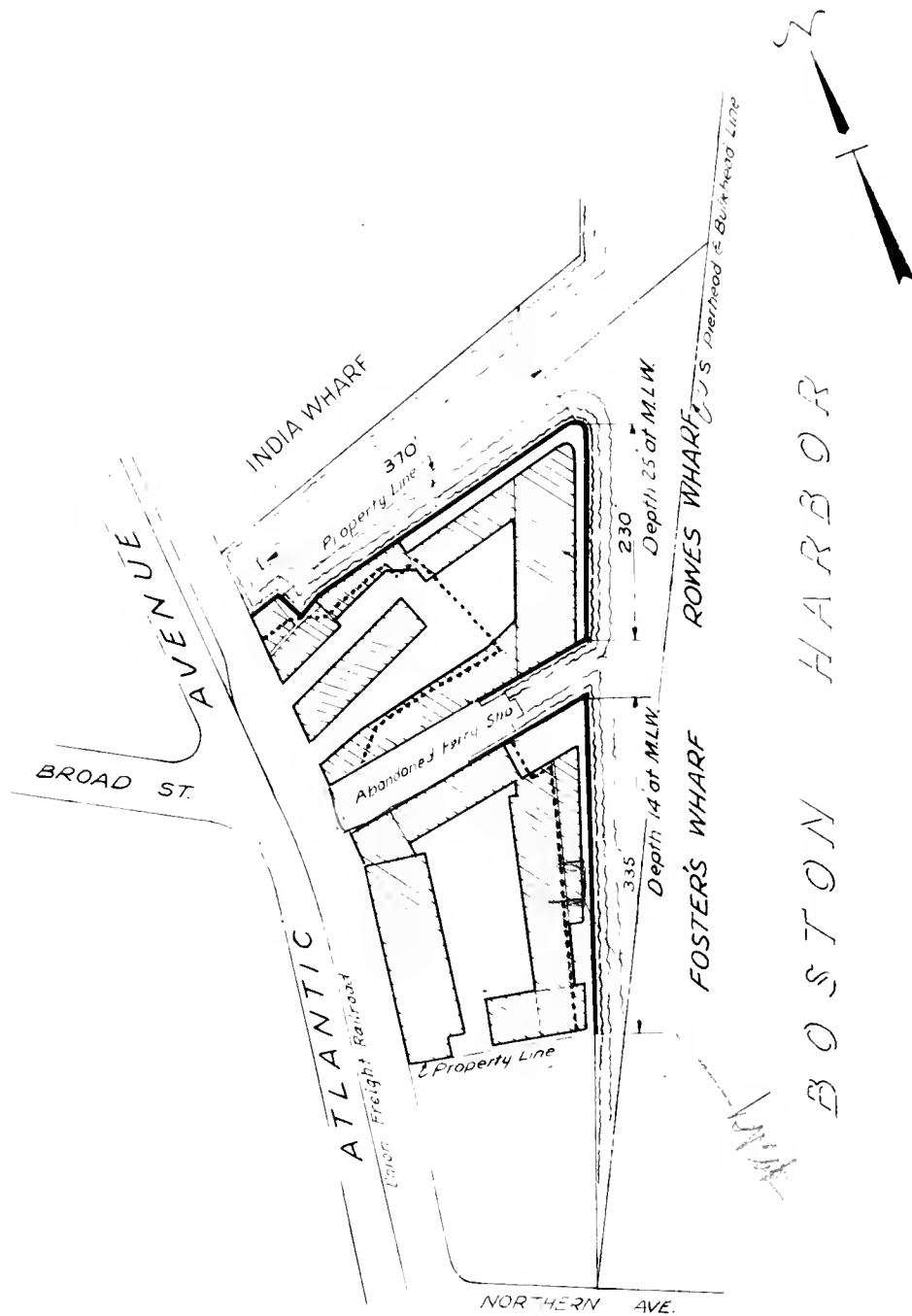
8. Berthing Space

- (a) There is a single berth 335 feet long with a 14-foot depth of water at M.L.W.

9. General

- (a) This wharf is used for coastwise traffic only and is not adapted for overseas service.
- (b) No information as to footings of the masonry sea walls or the fill inside them is available.





**FOSTER'S WHARF  
AND  
ROWES WHARF**  
PLAN OF WHARVES  
Boston, Mass.

Scale - 1" = 200





Report M28NW  
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Waterfront

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